THE DAILYJOURNAL

MONDAY, APRIL 10, 1893, WASHINGTON OFFICE-515 Fourteenth St Telephone Calls. Business Office......238 | Editorial Rooms.....242 TERMS OF SUBSCRIPTION. day only, one year 2.00 WHEN FURNISHED BY AGENTS. WEEKLY. Reduced Rates to Clubs.

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Persons sending the Journal through the mails in the United States should put on an eight-page paper a one-cent postage stamp; on a twelve or sixteen-page paper a two-cent postage stamp. Foreign post-age is usually double these rates.

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THE INDIANAPOLIS JOURNAL Can be found at the following places:

PARIS-American Exchange in Paris, 36 Boulevard de Capucines. NEW YORK-Gilsey Bouse and Windsor Hotel. PHILADELPHIA-A. P. Kemble, 8785 Lancaster CHICAGO-Palmer House,

CINCINNATI-J. R. Hawley & Co., 154 Vine street. LOUISVILLE-C. T. Deering, northwest corner of Third and Jefferson streets.

ET. LOUIS-Union News Co., Union Depot. WASHINGTON, D. C .- Riggs Rouse and Ebbitt

THE big officeholders under this administration are acting on the maxim, to the families of the victors belong the spoils.

It is encouraging to have the Nashville (Tenn.) American declare that "we are not the Republic's enemy." It shows progress in twenty-eight years.

THOSE who know Secretary Gresham discredit all reports to the effect that he will resign because the President has made him a sort of chief clerk. They know that he has never given up a salary until he was sure of another.

WHEN General Harrison retired from office 48 per cent. of the railway postal officials were Democrats, After four years of Mr. Cleveland's civil-service management, will 43 per cent. of the railway postal employes be Republicans?

PERHAPS the appointment of a country lawyer as Controller of the Currency is part of a scheme to embarrass and discredit the national bank system. This would be in harmony with the Reclaration of the Democratic platform in favor of the restoration of State banks of issue.

THE papers in Chicago which did their utmost to make Illinois Democratic last fall are now stigmatizing the Legislature which they helped to elect as a "dime museum" and a "roaring farce." Democratic legislatures of 1893 have turned out to be an unusually bad lot as Democratic legislatures go.

THE Mr. Eckels whose nomination has caused so much comment was urged for "something good," and Mr. Cleveland is said to have given him his choice of three places, and he selected that of Controller of the Currency, the one for which he has no qualifications. And this method of making appointments is called reform!

If the names of deserters and bounty lumpers are on the pension rolls, as mugwump and Southern Democratic papers are wont to assert, it is because the last Democratic House began to remove the charge of desertion against them, and would have done a wholesale business thereat if veteran organizations had not protested.

Nor content with prosecuting the publishers of Sunday papers, the socalled Law and Order Society in Pittsburg announces that the publishers of Monday papers are to be prosecuted if they have any work done on them before midnight. Thus these bigots are doing more to bring Sunday observance into contempt than all the Sabbath breakers in the land.

AFTER reading some of the free-coinage papers one would imagine that before the demonetization of silver millions upon millions of silver dollars were coined annually in this country, when, as a matter of fact, about 8,000, 000 silver dollars had been coined by the government from the establishment of the federal Constitution to 1874, or less than were coined in four months under the Allison act of 1878.

ONE Sidney Lascelles, under the alias of Walter S., son of Lord Beresford, became a notorious swindler in the Eastern States. He was arrested in New York and taken to Georgia on an extradition charging him with larceny and swindling, but, arriving in Georgia, he was tried and convicted of forgery. The culprit appealed on the ground that Georgia had no right to try him except for the offenses alleged in the indictment. That has been the popular view, but Justice Jackson, of the United States Supreme Court, says it is not good law. He pronounces the assumption that the States of the Union are independent governments, having full powers and prerogatives of nations, except such as have been conferred on the general government, to be a "fallacy." This Justice Jackson is the man whose appointment by General Harrison was so bitterly denounced by many Republicans and so excited a few that they abused the then President. It seems that such an emphatic assertion of nationality and denial of State supremacy should reconcile those who objected to the appointment of Judge Jackson.

ADVICES from Canada state that the British government has insisted upon the co-operation of Canada in strengthening the military fortifications and arlantic, and at Esquimault, on the Pacific. Arrangements are also in progress for affiliating the Canadian militia with the regular British troops in these garrisons, to be drilled by regular officers. This shows that the British government is not blind to the growth of the annexstion sentiment in Canada, and that it | criticism. The Journal is open to con- | lows with placing too high an estimate

is using precautionary measures. British officer is quoted as saying that the imperial government has determined that Canada must take some decisive steps toward strengthening her military force and fortifications, that she may be in a position to assist in defending herself in event of trouble, and not be entirely dependent on the army and navy of Great Britain for protection. Of course England will make a hard fight before she will let Canada go, but it is not likely that these military preparations will check the growth of the annexation sentiment. That is an outgrowth of business and commercial relations which are beyond control.

THE NEW STREET-RAILWAY FRANCHISE

The draft of a new street-railway charter, as prepared and submitted by the Board of Public Works, gives evidence of considerable thought and labor in preparation and of a desire to make a good bargain for the city. The Journal is not prepared to say that it is the best that could be done. Without questioning the motives of the board and its earnest purpose to do the right thing, opinions may differ as to the wisdom of some of their conclusions.

The new charter is a vast improvement on the old one, and shows the great change that has taken place in public opinion as to the proper mode of dealing with municipal franchises. The old charter was literally given away, without any attempt to protect the rights of the city or to realize anything out of a franchise which the least intelligent person ought to have seen would become more and more valuable every year. The framers and grantors of the old charter took no heed of the present or the future. They did not kill the goose that laid golden eggs, but they gave away goose, eggs and all. The day for that sort of thing has passed. Nowadays a municipal government at all worthy of the name recognizes the value of municipal franchises, and, in disposing of them, endeavors to get for them a full equivalent. The Board of Public Works has, evidently, sought to do this, and yet it is doubtful if it has succeeded at every point.

First-The Journal inclines to the opinion that the life of the charter should be twenty, instead of thirty, years. The conditions of city life change very rapidly. There is already considerable sentiment in favor of cities owning their street railroad plants, and the sentiment is growing. Circumstances may cause it to grow so rapidly, and events may so conclusively demonstrate the wisdom of that policy, that fifteen or twenty years hence the preponderance of public opinion will be decidedly in favor of it. The Journal does not predict that such will be the case, but it is prepared to admit the possibility of it. Twenty years hence the city may regret very much that it is prevented from becoming the owner of the plant by a charter which will still have ten years longer to run. In view of this possibility, we suggest either that the life of the charter should be absolutely limited to twenty years, or that, at the end of that period, the city should have the option of purchasing the plant at its appraised value. The city has had one experience with a thirty-year charter. The old charter has been a millstone around the city's neck for ten or fifteen years past, and it should be very careful about repeating that experience. Twenty years ought to be long enough for any company to enjoy so valuable a franchise, and it certainly seems long enough for the city to part with it unconditionally.

Second-There is a strong public sentiment in favor of cheaper fares. The board has recognized this in part by providing that six tickets shall be sold for 25 cents, but this hardly meets the popular demand. Thousands of poor people who patronize the cars cannot afford to purchase twenty-five cents' worth of tickets at a time, and they will get no benefit from this provision. Really, the only way by which these can be benefited is by cheap fares. The annual tax on gross receipts, which the board seems to have adopted in preference to cheap fares, does not benefit the poorer classes at all. On the contrary, it benefits the rich at their expense, for it has to come out of the fares paid by the patrons of the street cars. It looks as if the board were more desirous of adding to the revenues of the city than of benefiting the people by cheap fares. The company gets as much for carrying a person six squares as for twenty or thirty. If 5 cents is enough for the long haul it is too much for the short one. It is obvious that if the main equivalent for the franchise is to come in the form of an annual tax on the gross receipts of the company, there can be no further reduction of fares beyond that already provided for, but it is worthy of consideration whether reduced fares would not be a more direct benefit to the people who need benefiting than a tax on gross receipts would be.

Third-The Journal decidedly disapproves of the clause allowing the company to charge 10 cents fare on cars running from 1 to 4 o'clock A. M. Persons who are compelled by the nature of their occupation to go to or from their homes or place of business in those hours ought not to be discriminated against by having to pay double fare. As the franchise belongs to the city. every doubtful point should be con-

strued in favor of the people. Fourth-The charter provides that the company may pave between and outside of its tracks "with granite blocks on concrete foundation, if it so elect, or with the same material as is used on the street on which such tracks are laid." This leaves with the company the option as to which of two kinds of pavement it will use-granite blocks or the kind with which the street is paved. We think this option should rest with the city, not with the comtillery garrisons at Halifax, on the At- pany. The city, for reasons of its own, might prefer some other material between the tracks than granite blocks or the material with which the street is paved. At any rate, it should keep the

control of the matter in its own hands. These suggestions are made in a spirit of friendly discussion and not of hostile

viction on any of there, but with its present light it thinks the new charter is open to these criticisms.

A FEW VERY SUGGESTIVE FIGURES.

The pamphlet which the attorneys of the importers in New York and a few special friends of Mr. Cleveland have sent out containing the tariff bill which they ask Congress to enact, contains statistics embodying suggestions which are of vital interest to the people of the United States, particularly those who are employed in manufacturing enterprises. The most suggestive of these statements is that which gives the value of goods imported during the last year under the McKinley law and the estimated value of such imports the first year of the bill which they advocate shall become a law. Here are a few of the comparisons:

Goods.	Value Imported in 1892.	Estimated Value Under Free-trade Bill.
Books, maps, etc	. 82,075,927	\$3,000,000
Brass and man'f's	CONTRACTOR OF THE PROPERTY OF	400,000
Barley		
Brushes	807.844	1,500,000
Buttons	1.337,516	4,050,000
Carriages and parts		800,000
Cement		6,000,000
Chemicals and drug		19,125,000
Cotton and m'f's of		49,700,000
Earthenware	. 8,727,120	13,600,000
Feathers and flow's		3,800,000
Giass	. 8,881,902	15,000,000
manufacturers o	The second of th	55,120,000
Marble and stone		2,000,000
Silk and man'f's of		46,000,000
Tobacco, manu'f'e'		10,000,000
Wool, manuf's of		75,000,000
And the second second second	Promotesta and product to the second	THE RESERVE THE RESERVE THE PARTY OF THE PAR

Totals......\$175,332,582 \$310,095,000 Thus it appears that where \$175,332,-582 worth of competing products were imported into this country in 1892, under the present law, \$310,095,000 worth will be imported if the free-trade and importers' bill should become a law. In other words, \$124,762,418 worth more of the products of foreign labor will be marketed in this country of the same kind of goods than were the past year under the McKinley law, if the bill should be passed. That \$125,000,000 worth of goods will supplant \$125,000,000 made at home and take the labor which produced them from American workmen. At least 80 per cent. of the cost of all manufactured goods represents labor in some form, so that of the \$125,-000,000 of foreign goods which drive out an equivalent of home-made, \$100,000,000 represents labor. Estimating the annual wages of each workman employed in making these goods in this country at \$500, this displacement of home-made goods by foreign competitors will turn 200,000 workmen out of employment. But seventeen industries or branches of industries are named above, and yet in these, by the free-trade figures, 200,600 workmen would be robbed of employment, and at least 600,000 people dependent upon that labor would be deprived of the means of subsistence. That is, the changes proposed by the tariff bill of the free-traders in seveneteen industries, by their own figures, will deprive the equivalent of nearly one-third of the population of Indiana in 1890 of the sources from which they now derive food and shelter.

AN UNFIT APPOINTMENT.

The nomination of lawyer Eckels for Controller of the Currency is universally criticised, and yet Mr. Cleveland defends it and insists that the Senate shall confirm it. It took a bold man to deliberately defy all precedents by appointing a young lawyer who confesses that he knows nothing about banks or banking to a position which has heretofore been filled by such men as Hon. Hugh McCulloch, Hon. John Jay Knox and others of that class, and, having deliberately made such an appointment, it takes a very stubborn man to defend it. But that is what Mr. Cleveland is doing. To Senators who have been to him with a suggestion that the nomination might not be confirmed he has said that he proposed to have it confirmed if he had influence enough to bring it about, "I don't want a banker in this office," he said to one Senator, "and I do not intend to have one. I want a lawyer. If the members of the Senate want a banker for Controller of the Corrency they will wait a long time before they get him." This is not statesmanship nor firmness for the right; it is simply stubbornness in the wrong. A Controller of the Currency would not be any the worse' for possessing a knowledge of law as well as of banking. Hon. Hugh McCulloch was a good lawyer, but he was also a banker of large experience and established reputation when he was appointed Controller of the Currency. Hon. John Jay Knox had read law, but he was a practical banker and had served some years as Deputy Controller of the Currency before he was appointed Controller. Mr. Eckels is said to be a fairly good lawyer, but he knows absolutely nothing about banking. He will probably be confirmed because the President has determined that he shall be, but nothing can change the fact that it is an unfit appointment, and that in making it Mr. Cleveland has deliberately subordinated the public interests to his personal whims.

THERE is reason to believe that editor John G. Shanklin is experiencing a degree of mental disturbance over not having yet been offered by Mr. Cleveland an office which he, Mr. Shanklin, deems commensurate with his deserts. It is known that he has been offered two positions, both of which he declined because they involved too much work for too little pay. Discussing, editorially, the subject of federal salaries, he says, with a touch of personal resentment, that "in fixing the salaries of the higher grades of public service, the federal government is mean to the point of parsimony." Referring to the office of Public Printer, which is one of those he declined, he says: "The government of the United States operates the largest publishing house in the world, yet the Public Printer, with his vast responsibilities and with four thousand employes under him, receives but \$4,500 a year, a sum which a dozen weekly papers in Indiana easily earn for their proprietors, and which so reral writers on Indiana papers are paid annually." Perhaps, on general principles, brother Shanklin is right in deprecating the small salaries paid by the government, but under the circumstances he is likely to be twitted by the ten-per-cent, fel-

on himself and his services. Possibly there may be a large number of Democratic editors in Indiana making \$4,500 a year, but we doubt if another one could be found besides Mr. Shanklin who would not gladly exchange his position for that of Public Printer. It is not our funeral, but we venture the suggestion that if Mr. Shanklin is not careful he will not get anything. There is such a thing as bluffing once too often.

THE Democratic Senators, ten or twelve in number, who have appointed their sons or nephews committee clerks, can plead the example of Democratic chairmen of House committees in the last Congress. R. W. Springer, son of Chairman Springer, of Illinois, was clerk of the committee on ways and means, at \$3,000 a year; B. A. Enloe, son of Chairman Enloe, of Tennessee, was clerk to the committee on education; B. U. Stump, son of Chairman Stump, of Maryland, was clerk of the committee on immigration and naturalization; the son of Chairman Peel, of Arkansas, was clerk of the committee on Indian affairs; the brother of Chairman Wise, of Virginia, was clerk to the interstate-commerce committee; the son of Caairman Reilly, of Pennsylvania, was clerk of the committee on Pacific railways; the son of Chairman Tilman, of South Carolina, was clerk of the committee on patents; the son of Chairman Bankhead, of Alabama, was clerk of the committee on public buildings and grounds; the son of Chairman Catchings, of Mississippi, was clerk of the committee on railways and canals. Each one of these committee clerks drew \$2,000 a year. The son of Speaker Crisp held a clerkship in the House at \$2,200, and the brother of the Sergeant-at-arms of the House held a \$3,000 position. It is safe to assert that there never was a time in the history of any government when the odious practice of nepotism was as prevalent as it now is in Washington.

RECENTLY several schemes have been proposed as remedies for the evil of silver depreciation. Mr. Navarro is one of the last to offer a remedy, which he does in the Forum. It is as follows:

Amend this act of July 14, 1890, by adding that when paid in silver the notes shall be paid on a gold basis, reckening the silver at the government's gold price on the day of payment, as fixed by a commission to be appointed under the act.

The scheme of Mr. Navarro, like all others of a similar character, is not original with him. The late Secretary Windom was the author of the first plan of a silver issue upon a gold basis, but those who are now presenting some feature or modification of it do not give him the credit his due.

It is said that the Chinese are disposed to follow the advice of the Six Companies, which have brought them to this country and which control them, and will refuse to register. If they do they will obey the companies rather than the law, which is the best evidence of their unfitness to live in this country. By obeying the law they are protected. but if they get into the courts they will probably get the worst of it. The Chinese who are here can stay by complying with the law, which is designed to keep any others from coming.

BUBBLES IN THE AIR

Trifling with Pa. Tommy-Do you know when a nail cannot be

Mr. Figg-No. Whent Tommy-W'y, I don't suppose a nail could be driven if it was lead.

Financial Repartee. "I am worth twenty of you," said the dollar bill to the nickel.

"That's what you say," replied the nickel, "but I notice that I can buy a cigar without having to go broke, which is more than you ever do."

Didn't Look It. Briggs-I thought you said you had bought a

Braggs-So I have. This is the animal I am Briggs-You don't call that a new horse, do

Fitting Environment. Timmins-I always prefer living in the highest part of the house. It is so much freer from

Simmons-Just so. And I have noticed that the people who live in upper-story rooms are pretty shy of dust, too.

An Odd-Job Feller. "What might be your business!" asked the passenger in the jeans suit. "I am a writer of short stories, sir," replied his sent mate, with a touch of pride,

"What paper do you write for?" "None, especially. I piace my work with whatever publication will accept it." "Oh, a sort of odd-job feller, chi I got a brother that makes his fivin' that way, too: though his line sin't writin' stories. He is in the tinware mendin' trade."

A PENNSYLVANIA judge has decided that a license to sell whisky and beer does not entitle the saloon keeper to offer a free lunch. The argument is that the lunch is in the nature of a prize package whose distribution in connection with certain lines of goods is prohibited by law. While in actual practice it may not serve as an inducement to drink, it is nevertheless offered as a premium to the drinker. The judge says he was led to consider the matter by the complaints of wives of workingmen that their husbands go to the saloous instead of coming bome regularly to their meals. He considers free-lunch counters an injury to the home life of the people. It is a new view of the matter, and is said to have stirred up saloon keepers in Pennsylvania, as it is likely to do elsewhere.

It is all a matter of taste. It is a popular theory that no intelligent man is partial to the demonstrative sledge-hammer style of woman, but here, as elsewhere, theories are often in conflict with facts. A Brooklyn man who was hit on the head with a potato-masher wielded by his daughter, and nearly killed, was brought into court, when he recovered, but refused to testify against her. He looked at the young woman admiringly as he remarked: "She's just the same as her dead mother was, Judge; full of pluck, and I cannot make a charge against her." It takes all kinds of people even to make up Brooklyn.

PROPLE who have the public welfare at heart will be pained to learn that Col. Buck Brown and Col. Booth Sprat, both of Missour, have been staying at home fighting over an election wager instead of hastening to Washington to join the mad revelry in partisan spoils. No man with such a name as Booth Sprat has a right to shirk in this crucial hour.

A copy of the Weekly Alaska Journal, published at Juneau, Alaska, which has found its way among this paper's ex-

changes, notes the interesting fact that Mr. Henry States is building a new fence around his lot and making other improvements, which will add greatly to the appearance of the premises. It also reports a very successful meeting of the Longfellow Literary Club. Information of this sort is interesting, showing, as it does, that maternal prosperity and intellectual culture go hand in hand to the furthest borders of this proud land.

THE annual report of the stockholders of the world's fair shows that the total receipts to April 1 were \$17,496,442, of which \$14,411,506 has been expended in construction. Already \$234,853 has been collected in admission fees.

THE STATE PRESS.

DEPARTMENT COMMANDER CHEADLE'S discussion of the monument question received close attention, and there was every sign that his hearers were in close sympathy with his efforts to secure the removal from the monument of the dates put on it by the Langsdale set.—Rushville Repub-

Boss Langsdalk was set down on hard by the G. A. R. encampment at Evapsville. By a unanimous vote he was removed from the chairmanship of the Indiana monument committee, his report that the Mexican dates on the monument were approved by the committee being false, as all were op posed to the dates except Langsdale and perhaps one other member.—Muncie Times.

THE president of the Indiana Soldiers' Monument Commission, who arbitrarily ordered the memorial to be built in accordance with his own ideas, and contrary the wishes of the people, persists in asserting that he alone is right and just, and that the whole membership of the Grand Army of the Republic are selfish, inconsiderate and lacking in the essential element of proper appreciation. The wonder is that so magnanimous spirit as this was not long ago overcome and relegated by sheer force of inherent modesty.—Lafayette Courier. THE State Encampment of the G. A. R., at

Evansville, has unanimously condemned Chairman Langedale, of the State monument commission, for his conduct in "conspiring" to divert the monument from its original intent and purpose, and the department commander was ordered to immediately remove Langsdale from the monument committee. The organization further resolved to have nothing to do with the dedication of the memorial in its present shape, and to fight for the removal of the objectionable dates until it is accomplished .- Marion Chronicle. THE selection of Hon. James T. Johnston

as department commander for Indiana by the State Encampment, G. A. R., means a vigorous administration. Mr. Johnston is an enthusiastic Grand Army man and possesses ability, courage and perservance, needful requisites for a successful officer. The remaing officers are worthy men, and in view of the fact that the National Encompment is to be held at Indianapolis this year, they will occupy proud positions in the capacity of hosts for the thousands of veterans who will be here from every State in the Union-Crawfordsville Jour-

In the State Encampment of the Grand Army of the Republic, at Evansville, Department Commander Cheadle, in his annual address, urgently requested that all soldiers who receive pensions from the government, and squander the same for intoxleating liquors, be placed under guardianship. This is a matter that demands the attention of Grand Army posts throughout the country, and it should be the duty of members of the G. A. R. to report all soldiers, whether members of the G. A. R. or not, who drink up their pension money, allowed them to assist them in the support of their families, and post commanders should see that proper guardians are appointed .- Madison Courier.

ABOUT PEOPLE AND THINGS.

More than ten thousand women are candidates for employment at the world's fair. Mrs. Palmer herself has received nearly 7,500 applications from women for posi-

MR. AND MRS. PHILO CLIFFORD, of Lynn, Mass., observed the sixtieth anniversary of their marriage, at their residence, on April I. Mr. Clifford is one of Lynn's oldest inhabitants, and one of three brothers who lived to celebrate their golden weddings.

IT is said that the real cause of the reconciliation between ex-King Milan of Servia and Queen Nathalie is the determined effort which the Serv an Radicals are making to bring about a union of Servia and Montenegro, under the rule of either Prince Karageorgevitch or of Prince Danie of Montenegro, in which event the reigning dynasty would naturally be onsted.

A WRITER who seems to understand his subject says that the English locomotive is the finest thing of its kind, but that it cancompete with the American locomotive. The reason is that it is built to run on the finest roadbed that can be made and will not bear the conditions to which it is subject on the roads of this or most other conntries.

A CLERGYMAN in Scotland invited Bishop Selwyn to preach in his church. His Lordship gave an impressive and beautiful sermon, which at the same time was perfectly plain and simple. The rector was delighted. and said so on meeting one of the most regular members of his congregation. "Well sir. I don't think so much of it," rejoined the man. "It was so simple any child could have understood it. For my part.] like a sermon that confuses your head for a week. I don't know any which beats yours for that, sir."

SAYS a writer in Notes and Queries: I have in my possession an old diary, kept by a great uncle of mine in the year 1803. in which occurs the following entry: "Had a few friends to dine; tried my new tumbling glasses; very successful, all got drupk early." I have an indistinct recollection of my parents being in possession of one of these "tumbling glasses," a glass with a bottom somewhat similar to that of a sodswater bottle, so that one had constantly to keep hold of it when in use. Is it not probable that this was the reason of such glasses being styled tumblers?

THAT chatty Scottish gossiper, Dr. Boyd. did not wholly approve of the democratic simplicity of Phillips Brooks. In his "Twenty-five Years of St. Andrews" he speaks thus of him: "Met Phillips Brooks. of Boston, U. S. A., the great preacher of the American Episcopal Church. A great, burly man, frank and friendly. Dressed like a respectable gamekeeper or the like: not a trace of clerical attire. When I came to know him better I revealed to him my perpiexity at his appearance. But he said that on the street at home be was merely a citizen. When he entered into church he was duly arrayed. And he expressed a frank disapproval of professional dress and of other things, notably of palaces, equipages and purple liveries, in relation to the hierarchy. In fact, one felt that he was a republican first and resolutely."

Bout oncet a year Jim Riley writes a book o' An' the folks 'at buys it reads it, and 'ey likes it mighty well: His pomes are plain 'nd common, like the folks With a dreamin' musicin 'em 'nd a sort er ten-

at creeps into the heart'nd makes it somehow With the fancy of the poet 'nd the ripple of his So you who like the potery you c'n read 'nd Will be glad to hear 'at Riley's got

World's Fair Pasteboard Hotels.

Chicago Dispatch. A pasteboard hotel near the world's fair grounds collapsed yesterday. No one was injured. What would have happened if the building had been crowded with guests, as it certainly would have been a tew weeks later! One unsafe shell has tumbled

traps are still standing awaiting victima.

BAILROADS AND THE CITY

Passenger Agents Talk of Fair Rates and Discrimination in Stop-Over Tickets.

They Say That Indianapolis May Be Given a Fair Show at Wednesday's Meeting-Claim the Rates Are Low.

D. B. Martin, general passenger and ticket agent of the Big Four, was in the city Saturday, and in conversation expressed surprise that any one thought the rates adopted by the Chicago and Ohio River Traffic Association lines were too high. He said the trunk lines, the Central Traffic Association lines, the Western Passenger Association, the Northwestern, and Southern and transcontinental lines, had made a reduction of 20 per cent. on the regular rates, while the roads in the Chicago and Ohio Traffic Association make a reduction of 33 per cent. on tariff rates. Regarding the discrimination against Indianapolis by not giving stop-over privileges, Mr. Martin said: "All Indianapolis has to do is, either through the Board of Trade or the Commercial Club, to appoint a representative to indorse the ticket of the person wishing to stop over at Indianapolis. The holder of the ticket on arriving at Indianapolis should then deposit his ticket until ready to go on to Chicago, or on returning from Chicago if he desires to stop at indianapolis, he may deposit the ticket in the same manner. Such an arrangement has been been made with the Southern roads in relation to Cincinnati, and the same arrangement can be made with the Chicago and Ohio River traffic lines for Indianapolis." Mr. Martin stated that if a person at Atlanta, for instance, wished to wished to stop over at Cincinnati, heshould call at the Chamber of Commerce of Cincinnati and deposit his ticket with the person detailed to attend to the matter, and when ready to proceed on his journey, call for his ticket. Mr. Martin said that at Indianapolis the matter could be arranged very easily, as all trains arrive and depart from the Union Station. The roads were obliged to do this, he said, to protect them against the scalping of the tickets by brokers. The passenger men had discussed this stop-over question, and concluded that this was the only course which could be pursued, copying after the other association in the matter.

H. R. Dering, assistant general passenger agent of the Pennsylvania lines at Chicago, spent Sunday here with his family. He thinks the traveling public should be satisied with the rates the Chicago and Ohio River traffic lines have adopted, and he is satisfied they will be when the number of trains run, the equipment used and the time made are considered, So as cheap rates are concerned, pleuty of trains will be run to accommedate that class of business. Then, as the season advances, if these rates are found too high. it will be easier to lower than to advance them had they been placed too low. Regarding the discrimination against Indianspolis in the matter of stop-overs, be said this would doubtless be arranged at the meeting in this city on Wednesday, which was called to fix up the details in connection with the world's fair business. Regarding the rates for the Grand Army of the Republic, he said this matter would come out all right, and they would be used as well as in former years, but he thought the question should not be agitated for a few weeks. Even sixty days before the time of the gathering would be early enough. If brought up now it would simply complicate matters, and would likely end in the G. A. R. men paying the same rates per mile as did the world's fair business, which is practically two cents per

WATCHING THE CHOLERA

Interior State Health Boards Will Take the Work in Their Own Bands This Season.

NEW YORK, April 9 .- The failure of the conference of delegates from the State Boards of Health, which has just finished its session in this city, to recognize the national government as a factor in enforcing quarantine regulations, has left many of the members in an unhappy frame of mind. The proposition to place a portion of the inspection service between State lines under the United States Marine Hospital Service failed of adoption, the disappointed ones say, because there was not time to make the fight for it against a comparitively small portion of the conference which opposed it.

"I believe that a large majority of the conference was in favor of sharing the responsibility with the national government," said Dr. H. B. Baker, of Michigan, is something which is in perfect accord with the law recently passed by Congress, and unless the State authorities maintain quarantine provisions which are considered ample the National Marine Hospital Service will assist any way."

"Do you think the resolutions passed by the representatives of States in the Mississippi valley will be carried into effect?" "I do. Secretary Carlisle will be asked to appoint a commission to visit the European countries from which cholera seems most likely to be imported, to ascertain what are the conditions there, and what is the apparent danger to this country from t. I do not think Mr. Carlisle can refuse to do this when he considers that fifteen of the great States of the interior are represented

in the request.

"We want a barricade against infections discase drawn from the Canada line to a point far enough south to include the Baltimore & Obio railroad. We want an inspection service on every transportation line, and we have it established for a considerable portion of the distance. It begins at the Sault Ste. Marie and extends as far south as Detroit. We have inspectors at all points where an immigrant may pass from Canada into the United States between those points, and ever since last September all immigrant baggage has been inspected. We ought to have the line projected far enough south to eatch every immigrant who is headed for

Dr. Charles N. Hewitt, who has been exeentive officer of the health board of Minnesota for twenty years, said that among the most important precautions to be taken was a system of notifications from the health officers at the port of New York to the health boards in the interior. "Whenever an immigrant lands from an

infected port or an infected ship we are notified whether he intends to come to our State," he said. "Dr. Jenkins sends us by wire the time of departure of the immigrants, the number in the party and the disease with which they may possibly be contaminated. Our State pays the telegraph tolls and is glad to do it."

"DRUMMERS" AT THE WORLD'S FAIR

Programme for the Week When 100,000 Commercial Travelers Will Be in Chicigo.

CHICAGO, April 9,-Further details in connection with the commercial travelers' work at the exposition were made at a meeting of the board of directors of the Columbian Associated Travelers, held at the Tremont House yesterday. The entire week will be celebrated as follows: Monday, July 21.-Gathering of Commercial

Travelers' Association into bodies for parade. Tuesday, July 25.—Grand parade. Wednesday, July 26 .- Commercial travelers' day at the exposition, with instrumental concert at the festival hall within the exposition grounds given by the united bands which will accom-

pany the Commercial Travelers' Association to Chicago for this occasion. There will be nearly two thousand instruments. Thursday, July 27.—Excursion on the lake.
Friday, July 28.—Commercial travelers meeting for the purpose of considering such matters as interest them in business.

The indications point to an attendance from the United States alone of nearly 100,-000, white Canada will send a small army, and France, Germany and England, and into a beap of ruins; how many other deatheven far Australia have delegations ready

te come and have written for places.